


		NTSB ID: FTW02LA101		Aircraft Registration Number: N9265L	
		Occurrence Date: 03/24/2002		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Lamar	State CO	Zip Code 81052	Local Time 1500	Time Zone MST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 1		Direction From Airport: 135	
Aircraft Information Summary					
Aircraft Manufacturer Grumman		Model/Series AA-5		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On March 24, 2002, at 1500 mountain standard time, a Grumman AA-5 airplane, N9265L, was substantially damaged when it impacted terrain during an emergency descent/landing following an-flight encounter with weather near Lamar, Colorado. The airplane was registered to and operated by the pilot. The instrument-rated commercial pilot, and his one passenger, sustained minor injuries. Instrument meteorological conditions (IMC) prevailed, and an instrument flight rules (IFR) flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from the Centennial Airport, Denver, Colorado, at 1230, and was destined for the Augusta Airport, Wichita, Kansas, with an intermediate fuel stop at the Garden City Regional Airport, Garden City, Kansas.</p> <p>According to the pilot, he contacted the Denver Automated Flight Service Station (DEN AFSS) and obtained a weather briefing for the flight to Garden City. The briefer informed the pilot of IFR conditions along the route of flight and an airmet for icing conditions in the northern 1/3 of the state of Colorado; however, the route of flight was not within the airmet's boundaries. The pilot then filed an IFR flight plan to Garden City.</p> <p>The flight departed and climbed to a cruising altitude of 9,000 feet. The pilot stated that the airplane was in IMC when he observed that the airplane's groundspeed was less than he expected, and the outside air temperature was slightly below freezing. He contacted air traffic control (ATC), requested a descent to 7,000 feet, and initiated a descent. The pilot stated that the flight was near Lamar when rime ice began to accumulate on the airplane's windshield, wings, and vertical stabilizer. The flight continued and was 25-30 miles past Lamar when the pilot advised ATC that the airplane could not maintain altitude due to icing. ATC recommended that the pilot reverse course and divert to the Lamar Municipal Airport (LAA) in Lamar. The pilot then turned back toward LAA. The pilot stated that the airplane remained in a shallow descent; however, he was able to maintain 80 mph airspeed. The flight broke out of the cloud layer at 4,500 feet, and with the assistance of a handheld GPS, the pilot proceeded direct to LAA. The pilot stated that his view was obstructed by the ice on the windshield. The entire windshield was covered with ice, except for a 6-inch radius semi-circle that was cleared by the airplane's windshield defroster. The flight continued toward Lamar; however, the flight encountered rising terrain. Subsequently, the airplane impacted the ground and traveled 100 feet before coming to a stop upright, approximately 1 mile southeast of LAA. During the impact, the firewall was wrinkled, the engine mount was damaged, and both wings sustained structural damage.</p>					
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<b>Landing Facility/Approach Information</b>						
Airport Name Lamar Municipal		Airport ID: LAA	Airport Elevation 3706 Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown						
Runway Surface Condition: Unknown						
Type Instrument Approach: Unknown						
VFR Approach/Landing: Unknown						
<b>Aircraft Information</b>						
Aircraft Manufacturer Grumman		Model/Series AA-5		Serial Number AA5-0250		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No	Number of Seats: 4	Certified Max Gross Wt. 2200 LBS		Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Lycoming		Model/Series: O-320-E2G	Rated Power: 150 HP		
<b>- Aircraft Inspection Information</b>						
Type of Last Inspection Annual	Date of Last Inspection 09/2001	Time Since Last Inspection 10 Hours		Airframe Total Time 3164 Hours		
<b>- Emergency Locator Transmitter (ELT) Information</b>						
ELT Installed? Yes	ELT Operated? No		ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>						
Registered Aircraft Owner  Edward A. Wenninger		Street Address 4449 N. Rsuhwood Court				
		City Wichita	State KS	Zip Code 67226		
Operator of Aircraft  Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As: N/A			Operator Designator Code:			
<b>- Type of U.S. Certificate(s) Held: None</b>						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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		Occurrence Type: Accident																																																																																		
<b>First Pilot Information</b>																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	33																																																																														
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot			Certificate Number: On File																																																																															
Certificate(s): Commercial																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: Glider																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review? 04/2001																																																																																
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 07/2001																																																																															
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>1857</td> <td>566</td> <td>793</td> <td>992</td> <td>153</td> <td>40</td> <td>112</td> <td>1</td> <td>16</td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>1112</td> <td>566</td> <td>793</td> <td>342</td> <td>153</td> <td>40</td> <td>112</td> <td>1</td> <td>16</td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>55</td> <td>8</td> <td>8</td> <td>48</td> <td>6</td> <td>2</td> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>30</td> <td>8</td> <td>8</td> <td>23</td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>5</td> <td>5</td> <td>5</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	1857	566	793	992	153	40	112	1	16		Pilot In Command(PIC)	1112	566	793	342	153	40	112	1	16		Instructor											Last 90 Days	55	8	8	48	6	2	4				Last 30 Days	30	8	8	23		2					Last 24 Hours	5	5	5			2				
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																														
<b>Flight Plan/Itinerary</b>																																																																																				
Type of Flight Plan Filed: IFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
Denver		CO	APA	1230	MST																																																																															
Destination		State	Airport Identifier																																																																																	
Garden City		KS	GCK																																																																																	
Type of Clearance: IFR																																																																																				
Type of Airspace: Class E																																																																																				
<b>Weather Information</b>																																																																																				
Source of Briefing: Flight Service Station																																																																																				
Method of Briefing: Telephone																																																																																				

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			Occurrence Date: 03/24/2002		
			Occurrence Type: Accident		

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LAA	1453	MST	3706 Ft. MSL	1 NM	315 Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Day
Lowest Ceiling: Overcast			2200 Ft. AGL	Visibility: 7 SM	Altimeter: 29.84 "Hg
Temperature: 0 °C	Dew Point: -4 °C	Wind Direction: 40		Density Altitude: Ft.	
Wind Speed: 14	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					


<b>Accident Information</b>					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			1		1
- TOTAL ABOARD -			2		2
Other Ground					
- GRAND TOTAL -			2		2

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Administrative Information		
Investigator-In-Charge (IIC) Jason A. Ragogna		
Additional Persons Participating in This Accident/Incident Investigation:  Gregory M Zadar Aviation Safety Inspector (Avionics) Federal Aviation Administration (FSDO) Denver, CO 80249		
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